

BEFORE THE  
POSTAL REGULATORY COMMISSION  
WASHINGTON, D.C. 20268-0001

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MAIL PROCESSING NETWORK  
RATIONALIZATION SERVICE  
CHANGES, 2011

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Docket No. N2012-1

**RESPONSES OF WITNESS CHRISTOPHER BENTLEY (NPMHU-T3)  
TO UNITED STATES POSTAL SERVICE  
FIRST SET OF INTERROGATORIES AND REQUESTS FOR PRODUCTION TO  
NATIONAL POSTAL MAIL HANDLERS UNION WITNESS BENTLEY  
(USPS/NPMHU-T3-1 – 9)  
(June 6, 2012)**

Attached are the responses of witness Christopher Bentley (NPMHU-T3) to the Interrogatories of the United States Postal Service (USPS/NPMHU-T3-1-9) filed May 23, 2012. Each interrogatory is stated verbatim and followed by the response.

Respectfully submitted,

Patrick T. Johnson

*As agent for and authorized by*  
/s/ Kathleen M. Keller  
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Union*

June 6, 2012

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-1:** On page 2, lines 2 through 7 of your testimony you state:

Compared to Springfield, Kansas City is a less efficient facility and is already at capacity with mail volume. The Kansas City facility processes mail on three different floors. Its elevators are already at capacity at mail-dispatch time, as even management admitted in its AMP study report (page 45). This means that adding any more mail to the facility is counter-productive because it will clog the system, slowing down delivery times even for mail that Kansas City already processes, as well as new mail that would be added to the facility.

- a Please state your understanding of whether the Postal Service considered the ability of the Kansas City P&DC to handle the increased mail volumes from the Springfield, Missouri P&DF and the Topeka, Kansas P&DF in the AMP study referenced in your testimony. If your answer does not confirm that such ability was considered, please explain and describe, in detail, any evidence in support of your answer, and produce any documents or data that you relied upon.
- b Please affirm that before filing your testimony, you reviewed page 8 of the Springfield, Missouri P&DF AMP study (file Springfield\_KCMO\_2-18-12\_FINAL) in USPS Library Reference N2012-1/73.
- c If your answer to subpart (b) is affirmative, please state whether, when crafting your statement on page 2 of your testimony, you considered all of the information on that page under the headings "Equipment Relocation and Maintenance Costs" and "Space Impacts," including but not limited to the information concerning the installation of two new freight elevators and the build out of unoccupied space.

### **RESPONSE:**

- a. My understanding is that the Postal Service did consider the ability of the Kansas City P&DC to handle the increased mail volumes. My testimony questions whether the Postal Service adequately considered the ability of the Kansas City P&DC to handle the increased mail volumes, and whether the Postal Service arrived at the right conclusion after such consideration. In addition, I do not know whether the Postal Service ever considered the combined effect of consolidating both the Springfield P&DC and the Topeka P&DF, as each AMP study was done separately.
- b. Affirmed.
- c. I did consider that information.

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-2:** Please refer to page 3, lines 1 through 9 of your testimony:

In addition, I do not believe that the Postal Service has adequately planned for the transportation challenges involved in moving the mail between Springfield and Kansas City, a distance of 167 miles. There are two roads between the two facilities, both state highways (not interstates). The main road is Missouri Highway 13, known as "Bloody 13." At the best of time and with minimal traffic, this trip takes over three hours. In the winter, these roads are often icy and the trip may take much longer or be impossible altogether. Indeed, in the past five years, we have had three storms (January 2007, January 2009, and January-February 2011) that reached the national disaster level, during which travel between Springfield and Kansas City was shut down for a significant period of time – sometimes as much as a week.

- a. Please describe, in detail, your experience, education, or training related to logistics management and the transportation of mail between Postal Service facilities, including but not limited to the costs and savings analyses of transporting mail.
- b. Please produce any documents or data (including but not limited to any meteorological or traffic data) that you relied upon in support of your above-quoted statement on page 3 of your testimony.

### **RESPONSE:**

- a. My experience is detailed in the first paragraph of my testimony. My testimony is based upon my many years of experience as a Mail Handler working in the Springfield facility, my years of experience representing Mail Handlers in the Springfield facility and across Missouri, my life-long residence in Missouri, and my common sense. In addition, as part of my duties for the union, I drive the Springfield to Kansas City route with regularity, and therefore I am quite familiar with the route and the challenges it poses. I do not have any formal education or training in the technical fields referenced.
- b. I relied upon news articles and press releases, including those printed out and attached to this response.

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-3:** On Page 3, lines 12 through 16 you state:

In my experience, when Postal machines run more than four to six hours a day, they break down very frequently. The Postal Service's plan..will likely lead to additional break-downs, which will decrease the efficiency of the Kansas City facility and may slow down mail delivery....

- a Please describe, in detail, your experience, education, or training related to the maintenance procedures, routines, or operating parameters of mail processing equipment used by the Postal Service, including but not limited to the mail processing equipment located at the Springfield, Missouri P&DF.
- b Please articulate any distinction you make between a machine jam and a machine breakdown.
- c Quantify the average duration of the breakdowns and jams that you describe in response to part (b) and in the above-quoted passage in your testimony.
- d Please identify the machine run-time and maintenance records that you maintain or otherwise have examined in your postal experience, and that you relied upon in support of your above-quoted statement.

### **RESPONSE:**

- a. My experience is detailed in the first paragraph of my testimony. My testimony is based upon my many years of experience as a Mail Handler working in the Springfield facility, my years of experience representing Mail Handlers in the Springfield facility and across Missouri, and my common sense. For the past four years, my "bid" job has been as a machine operator. As such, I have received training from the Postal Service on certain operating parameters and routines of the mail processing equipment, including training regarding clearing jams and when to call for maintenance assistance. I do not have any formal education in the technical fields referenced.
- b. My testimony did not make any reference to machine jams. In my view, a machine jam is something that a machine operator can clear. A breakdown is a problem requiring a maintenance employee, which might arise out of jammed

**RESPONSES OF NPMHU WITNESS BENTLEY TO  
POSTAL SERVICE INTERROGATORIES**

mail, or might arise for a different reason, such as a part wearing out.

- c. The duration of a breakdown can vary widely, from as little as five minutes to as many hours. I would estimate an average duration of about ten minutes, but that includes the many frequent breakdowns, which often occur twice per an hour of operation.
- d. I did not rely on any run-time or maintenance records (and would note that run-time records may not adequately reflect breakdowns and jams, as that time is often not recorded as down-time.) I relied upon my own experience, which is that mail generates paper dust, which accretes on the machine parts and causes increasingly frequent breakdowns as the operating window progresses. In other words, in my experience, you see a lot more jams and breakdowns in the sixth hour of operation than you do in the first hour of operation.

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-4:** On Page 3, lines 20 through 25 and Page 4, lines 1 through 3 of your testimony you state:

While mail volume is declining across the country, letter cancellations in the Springfield P&DC have actually increased. In July 2011, Postal management began sending Springfield's Saturday mail to be cancelled and processed in Kansas City, meaning that Springfield now cancels letters only five days per week instead of six. Despite the loss of one day of mail each week, Springfield's monthly cancellation numbers stayed the same – between 5.5 million and 6 million letters. In February 2012, Springfield's letter cancellations increased by 308,000 letters over the same month in 2011, jumping from 5.2 million letters to 5.5 million, even though there were three fewer cancellation days this year.

- a Please provide citations to any publicly available documents or data that you relied upon in support of the above-referenced statement.
- b If no publicly available documents or data are available, please describe, in detail, any evidence in support of your statement on pages 3 and 4 of your testimony and produce any documents or data that you relied upon.

### **RESPONSE:**

- a. I relied upon workroom documents produced by Springfield USPS management each month, listing the "Actual" monthly cancellation figures from Fiscal Year 2011 for each date, side-by-side with management's "Projected" monthly cancellations for FY 2012 for the same date. At the bottom of each page, the documents include a total number of cancellations for each column, allowing the reader to make a comparison using management's own figures to see whether management expects mail volume to go up or down from FY 2011 to FY 2012. Each page reflects the fact that Springfield canceled mail on Saturdays in FY 2011 but is no longer doing so on Saturdays in FY 2012. Nevertheless, management clearly expects roughly the same amount of monthly mail or an

**RESPONSES OF NPMHU WITNESS BENTLEY TO  
POSTAL SERVICE INTERROGATORIES**

increase each month in FY 2012. This is especially apparent when you subtract out the Saturday cancellations from FY 2011, allowing an equal comparison of the amount of monthly mail excluding Saturdays. Attached as Attachment 2 is a document containing the cancellation data.

- b. See answer to (a).

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-5:** On page 4, lines 23 through 25 of your testimony you state:

[t]he study anticipates a savings in management costs of \$1.12 million (see page 31) – a savings that simply cannot be true in any real sense, if seven additional positions will be needed.

- a Is it your understanding that, in its AMP study for the Springfield P&DF in USPS Library Reference N2012-1/73, the Postal Service calculated management savings based upon the change in total work hours. If that is not your understanding, please explain.
- b Please describe, in detail, any evidence in support of the above-quoted statement, and produce any documents reflecting data and analysis that you relied upon.
- c Please confirm that before filing your testimony, you reviewed page 31 of the Springfield, Missouri P&DF AMP study (file Springfield\_KCMO\_2-18-12\_FINAL) in USPS Library Reference N2012-1/73. If you do not confirm, please explain your response.
- d If your answer to subpart (c) is affirmative, please confirm whether you considered the information on this page concerning the proposed 9.7 percent reduction in management work hours when crafting the above-quoted statement on Page 4 of your testimony. If you do not confirm, please explain your response.
- e Please affirm that before filing your testimony, you reviewed page 11 of the Response of USPS Witness Williams to Question Posed By Commissioner Taub During March 20, 2012 Cross-Examination, which was filed on March 30, 2012, available at:  
  
<http://www.prc.gov/Docs/81/81803/V2.p.422.HW.Dave.pdf>  
<http://www.prc.gov/Docs/81/81803/Homework.Vol.2.p.422.xls>
- f If your answer to (e) is affirmative, please confirm whether you considered all of the information under the heading “Management (PCES and EAS) Saving Calculations,” including but not limited to the information concerning why AMP workbooks may show both management savings and an increase in management positions. If you do not confirm, please explain your response.

### **RESPONSE:**

- a. Yes.



**RESPONSES OF NPMHU WITNESS BENTLEY TO  
POSTAL SERVICE INTERROGATORIES**

- b. I relied upon the AMPs cited, and the numbers contained in those AMPs.
- c. Confirmed.
- d. I did consider that information.
- e. I did not review Witness Williams' response to Commissioner Taub.
- f. Not applicable.

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-6:** On page 6, lines 4 through 8 of your testimony you state:

[t]he AMP does not budget a single additional dollar for maintenance or mail processing equipment in Kansas City (see page 37). It is simply unbelievable that the Postal Service could add many more pieces of equipment, and increase the amount of mail processed by about 40%, yet not incur additional maintenance costs.

- a Please affirm that before filing your testimony, you reviewed page 37 of the Springfield, Missouri P&DF AMP study (file Springfield\_KCMO\_2-18-12\_FINAL) in USPS Library Reference N2012-1/73.
- b If your answer to (a) is affirmative, please confirm whether you considered the information on this page, including but not limited to the addition of \$1.714 million (under “adjustments”) to the proposed maintenance costs for the Kansas City P&DC. If you do not confirm, please explain your response.

### **RESPONSE:**

- a. Affirmed.
- b. I did not, because the AMP study does not indicate why this is listed as an “adjustment” rather than simply included in the budget for Mail Processing Equipment maintenance or Building Equipment maintenance. This 8% increase over current maintenance costs (which are \$21.448 million according to the AMP) still seems a relatively small increase, given that Kansas City will (according to the AMP) see mail processing increase by 40%, square footage increase by more than 50%, two new freight elevators, and the addition of many large pieces of mail equipment.

**RESPONSES OF NPMHU WITNESS BENTLEY TO  
POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-7:** On page 6, lines 16 through 26 of your testimony you state that the estimated cost of renovating the Kansas City P&DC appears:

[t]o be a rough estimate, and is already double what management first estimated at Labor-Management meetings in December 2011 and January 2012.

- a Please describe, in detail, your experience, education, or training related to the assessment and calculation of projected construction costs, and produce any documents or data relied upon in support of the above-quoted statement.
- b Please describe, in detail, the Labor-Management meetings you attended regarding the estimation of renovation costs at the Kansas City P&DC, including but not limited to the identity of management officials who spoke at the meeting, the time when the meetings occurred, the location of the meetings, and the mode of communication at the meetings, be they in-person, telephonic, or by any other means, and produce any documents relating to those meetings.

**RESPONSE:**

- a. My experience is detailed in the first paragraph of my testimony. My testimony is based upon my many years of experience as a Mail Handler working in the Springfield facility, my years of experience representing Mail Handlers in the Springfield facility and across Missouri, and my common sense. I do not have any formal education or training in the technical fields referenced. For documents/data relied upon, please see my response to subsection (b) of this question.
- b. The Labor-Management meetings occurred in Springfield and in Kansas City, Missouri. In December 2011, I met in Springfield with Springfield Postmaster Bill Brayman, acting Plant Manager Chris Adams, and Maintenance Manager Greg Lindsey, all of whom estimated that the cost of renovating the KCMO plant was budgeted to be less than \$3 million, and the cost of transporting

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

Springfield's mail to Kansas City and back each day would be about \$1.1 million per year. Also in December 2011, NPMHU Local 297 President Beverly Henderson met at the KCMO facility with District Lead MDO Russell Floyd and KCMO Lead MDO Mark Scarborough, who estimated to her that the renovation cost would be a maximum of \$3 million, and the transportation cost would be \$1.1 million. Management released a document on December 19, 2011, titled "Area Mail Processing (AMP) Feasibility Study," which included the transportation-cost estimate of \$1.1 million, but did not mention any renovations to the KCMO plant and did not include any cost estimate for them. On January 4, 2012, Mid-America District Manager Gail Hendrix and District Lead MDO Russell Floyd traveled to Springfield, where they held a public meeting on consolidating Springfield's mail processing into Kansas City, and held private meetings with union officers. Their presentation included an estimate that the renovation cost of KCMO would be about \$3.2 million, and the transportation cost would be just \$681,776, or half management's original estimate, with no explanation of how it had been cut in half. Then, on February 22, 2012, management issued its official 45-page AMP "Executive Summary," which stated the cost of renovations to the KCMO plant would be \$6.65 million, double the amount of management's original estimate for that project. The December 19, 2011 document and the relevant portion of the January 4, 2012 presentation are attached as Attachment 3.

## **RESPONSES OF NPMHU WITNESS BENTLEY TO POSTAL SERVICE INTERROGATORIES**

**USPS/MPMHU-T3-8:** On page 7, lines 5 through 7 of your testimony you state:

The Mail volume will remain the same, and the machines will require the same staffing, so the work will still require the same amount of time and the same number of employees.

- a. Please describe, in detail, your experience, education, or training related to the computation of adequate staffing levels at mail processing facilities and produce any documents or data that you relied upon in support of the above-quoted statement.
- b Please state your understanding of whether the Postal Service, in its AMP study for the Springfield P&DF in USPS Library Reference N2012-1/73, provided calculations for future staffing levels in the Springfield, Missouri P&DF and the Kansas City, Missouri P&DC. If you do not confirm that such calculations were performed, please explain.
- c Please affirm that before filing your testimony, you reviewed pages 5 through 9 of the Response of USPS Witness Williams to Question Posed By Commissioner Taub During March 20, 2012 Cross-Examination, which was filed on 3/30/2012, available at:  
  
<http://www.prc.gov/Docs/81/81803/V2.p.422.HW.Dave.pdf>  
<http://www.prc.gov/Docs/81/81803/Homework.Vol.2.p.422.xls>
- d If your answer to (c) is affirmative, please confirm whether you considered all of the information under the heading "Specific description of AMP savings calculations: mail processing workhours moving from the losing site to the gaining site," including but not limited to the information concerning the Breakthrough Productivity Initiative (BPI) calculations.

### **RESPONSE:**

- a. My experience is detailed in the first paragraph of my testimony. My testimony is based upon my many years of experience as a Mail Handler working in the Springfield facility, my years of experience representing Mail Handlers in the Springfield facility and across Missouri, and common sense. As part of my union duties, I am aware of staffing issues, including such issues as well the Postal Service needs to use overtime,

**RESPONSES OF NPMHU WITNESS BENTLEY TO  
POSTAL SERVICE INTERROGATORIES**

and when the overtime volunteers are insufficient to meet the Postal Service's staffing needs. As someone who has worked on a bid as a machine operator and who has represented machine operators, I am familiar with the staffing required to operate these machines. I do not have any formal education or training in the technical fields referenced.

- b. Confirmed.
- c. Not affirmed.
- d. Not applicable.

**RESPONSES OF NPMHU WITNESS BENTLEY TO  
POSTAL SERVICE INTERROGATORIES**

**USPS/NPMHU-T3-9:** On page 7, lines 17 through 19 of your testimony you state:

Consolidating the mail also consolidates the problems and difficulties of processing it. I expect longer operating windows will decrease efficiency and provide worse service to the American people.

Please describe, in detail, your experience, education, or training related to the modeling, design, or implementation of mail processing procedures and timelines, and produce any documents or data relied upon in support of the above quoted statement.

**RESPONSE:**

My experience is detailed in the first paragraph of my testimony. My testimony is based upon my many years of experience as a Mail Handler working in the Springfield facility, my years of experience representing Mail Handlers in the Springfield facility and across Missouri, my life-long residence in Missouri, and my common sense. I do not have any formal education or training in the technical fields referenced.

## **Attachment 1**





6/3/12

Winter storm blamed for 51 deaths in nine states - CNN.com



http://www.cnn.com/2007/WEATHER/01/16/winter.blast.ap/index.html

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### Winter storm blamed for 51 deaths in nine states

POSTED: 3:51 a.m. EST, January 17, 2007

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A utility worker fixes power lines Tuesday in  
Milton, New York.

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- Some 400,000 homes and businesses still without electricity
- Forecasters say more freezing temperatures on the way
- Parts of Oklahoma may be without power until next week
- California's citrus crop devastated

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**BUFFALO, Missouri (AP)** -- Shoppers were reduced to picking up supplies by flashlight Tuesday in the few places open in this town of 2,800, as the death toll from a winter storm grew to 51 in nine states.

Three shelters in Buffalo -- about 35 miles north of Springfield in hard-hit Missouri -- housed nearly a tenth of its population Monday night, and officials said power might not be restored until next week.

The town lost all its power by Saturday. Water towers ran dry Sunday, and water service was restored only late Monday, after the National Guard hooked a generator up to a pumping station.

"There are no services," Buffalo Mayor Jerry Hardesty said. "I've talked to residents who have lived here 50 years, and nobody can remember it ever being this bad."

About 400,000 homes and businesses in several states were still without electricity Tuesday after a storm that brought ice, snow, flooding and high winds to a swath of the country from Texas to Maine. [Watch the winter storm take a toll across the nation](#) →

The storm had largely blown out of New England by Tuesday, but forecasters expected more freezing rain to hit parts of Texas, perhaps even Houston, on Wednesday night, said Dennis Cook of the National Weather Service. Gusty winds were forecast to make the Northeast bone-chilling cold through Wednesday night before warming Thursday.

At the First Baptist Church in McAlester, Oklahoma, where most of the city's 18,000 residents have lacked power for four days, 47 residents huddled under blankets and in front of space heaters.

"If it wasn't for the shelter, I don't know where we'd be," said Tara Guzman, 38, playing board games with her four children. "We're tough; we lasted when the power went out until [Monday]. We brought mattresses out in the living room and cuddled."

Subfreezing temperatures were expected to continue in the state, with little sunshine to aid in melting the ice until Thursday or Friday, said National Weather Service meteorologist Kevin Brown.

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Some of the 92,000 Oklahoma homes and businesses without power might not have it restored until next week, utility company spokesman said.

"There are a lot of places where virtually everything is destroyed," Public Service Company of Oklahoma spokesman Stan Whiteford said. "In some cases, entire electric services will have to be rebuilt."

Texas Gov. Rick Perry moved his inauguration ceremony indoors for the first time in five decades.

In Missouri, the utility company Ameren said it would probably not have everyone's lights back on until Wednesday night. As of Tuesday, about 210,000 homes and businesses still had no electricity.

The White House said Tuesday that 34 Missouri counties and St. Louis had been declared a major disaster area, making federal funding available. A similar federal disaster declaration was approved Sunday for Oklahoma.

More than 200,000 customers in Michigan also lost power at some point, and tens of thousands were still blacked out Tuesday. Many customers were also without power in central and western New York, Massachusetts and New Hampshire.

Waves of freezing rain, sleet and snow since Friday had been blamed for at least 17 deaths in Oklahoma, nine in Missouri, eight in Iowa, four in New York, five in Texas, three in Michigan, three in Arkansas, and one each in

Maine and Indiana.

Elsewhere, Washington state's Puget Sound area, known for drizzle rather than its recent freezing weather, was hit by another round of snow Tuesday, snarling traffic and closing schools for more than 380,000 students. The Oregon Legislature delayed hearings and sessions until afternoon because of the weather.

In California, three nights of freezing weather had destroyed up to three-quarters of the state's \$1 billion citrus crop, according to an estimate issued Monday. Other crops, including avocados and strawberries, also suffered damage. [\(Full story\)](#)

"This is one of those freezes that, unfortunately, we'll all remember," said A.G. Kawamura, secretary of the California Department of Food and Agriculture.

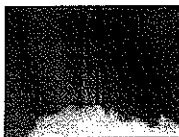
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## Mo. ice storm leaves thousands powerless, 2 dead

2/13/2008

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Enlarge By Owen Gault, News-Leader, via AP

Paul Mack surveys the damage at his yard Tuesday morning, Feb. 12, 2008, in Springfield, Mo. Utility crews are still working to restore power to thousands of people after an ice storm tore down electric trees in southern Missouri.

By Marcus Kabel, Associated Press Writer

SPRINGFIELD, Mo. — Utility crews worked to clear fallen tree limbs from power lines Tuesday as thousands of people across southern Missouri waited without electricity after an ice storm blamed for at least two traffic deaths.

At least 54 injuries in crashes were also blamed on the storms that dumped freezing rain, sleet and snow, the Missouri State Highway Patrol said.

The patrol said Molly R. Schwartz, 20, of Jonesburg, died Monday night when the car she was driving slid on ice on Interstate 70 in Warren County, hit a concrete culvert and landed on its roof.

Joshua K. Holshouser, 32, of Scott City, was thrown from a car that slid on ice and flipped over Monday on Interstate 55 about

four miles north of New Madrid, the patrol said.

The State Emergency Management Agency, activated by Gov. Matt Blunt to coordinate between responding agencies, said utilities in southeast Missouri reported up to 27,000 customers without power Tuesday morning.

In southwest Missouri, Springfield's City Utilities had about 4,700 customers without electricity and Joplin-based Empire District put its tally at about 2,400 customers, most of them around the town of Ozark just south of Springfield.

"All of southern Missouri from southwest to southeast got whacked by ice overnight," said State Emergency Management Agency spokeswoman Susie Stonner.

Up to an inch of ice and 2 more inches of sleet fell across southern Missouri on Monday as waves of freezing rain, snow, sleet and thunderstorms crossed the area.

Snow flurries continued into Tuesday and daytime temperatures in the 20s meant no quick end to ice that hung on trees and made sidewalks and some secondary roads treacherous.

Highways and main roads were mainly clear in southwest Missouri and still partly covered with slush in southeastern areas, according to the Missouri Department of Transportation.

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MEX

Posted: 12/12/2008 4:04 PM

Updated: 2/13/2008 11:35 AM

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December 26, 2009

## Huge Storm Hobbles Middle of Nation

By **LIZ ROBBINS**

Howling winds on Friday spread snow and freezing rain across the northern Plains, as the stubborn storm that stretched from Texas to North Dakota over the last several days wrapped the upper Midwest in a dangerous and debilitating wintry mix on Christmas Day.

Poor visibility due to blowing snow shut one major highway, Interstate 29, which stretches from Iowa through South and North Dakota up to the Canadian border, according to the North Dakota Department of Transportation Web site.

"We've had the word out here a few days, that if people had to travel for Christmas to stay put," said Kyle Carstens, a meteorologist in Rapid City, S.D. "From a travel standpoint, it's a pretty big impact up here."

The winds near Rapid City were forecast to reach as high as 55 miles an hour, with temperatures in single digits.

In the Minneapolis-St. Paul area, where nearly 10 inches of snow fell, officials of the Minnesota State Patrol said the state had two weather-related deaths from two head-on collisions in the last three days.

"The roads are not in great condition, and the farther west you go, the worse it gets," said Capt. Matt Langer of the patrol.

The Dallas-Fort Worth area had its first white Christmas since 1926. In Nebraska, where blizzard warnings have been posted, Interstate 80 in the central and eastern parts of the state was closed, according to the Nebraska Department of Roads.

Even as travel proved treacherous for motorists on the Plains, the storm did not cripple the nation's air travel like last weekend, when an enormous winter storm struck the Northeast. Delays at O'Hare International Airport in Chicago were averaging 20 minutes on Friday afternoon, with only minor cancellations, according to the Chicago Airport System. Will Rogers World Airport in Oklahoma City reopened Friday with limited service.

But the remnants of last week's storm that brought a foot or more of snow to the Middle Atlantic States could still prove problematic in places into the weekend.

As the lower pressure system was moving eastward, Washington and the Baltimore area were under a flood watch, with one to two inches of rain expected by Saturday morning.

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- [About the Guard](#)
- [Leadership](#)
- [Joint Staff](#)
- [For the Media](#)
- [Resources](#)

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2/3/11

## 2 p.m. EST UPDATE: 2,500 National Guardmembers respond to year's biggest storm

By Air Force Tech. Sgt. John Orrell  
National Guard Bureau



Illinois National Guard members work with Illinois State Troopers to move a stranded semi-truck, Feb. 2, 2011, on Interstate 72, near Pittsfield. The Illinois National Guard worked with Troopers to assist stranded motorists after Gov. Pat Quinn called approximately 500 Guard members to state active duty for a winter weather emergency. (U.S. Army photo by Pfc. Daniel Lograsso) (Released)



[download hi-res photo](#)

WASHINGTON (2/3/11) - More than 72 hours into a winter storm that halted traffic, canceled airline flights and knocked out power to hundreds of thousands of people from Texas to Maine, the National Guard is continuing relief operations in seven states.

Some states have already completed their missions, but National Guardmembers from Illinois, Indiana, Iowa, Kansas, Missouri, Oklahoma and Texas still are battling the elements and long hours to ensure the safety of their citizens.

[ With 567 Guardmembers still on state active duty and 295 Guardmembers providing home station support, the Missouri National Guard has the largest contingency of Guardmembers still performing relief efforts. ]

Because Missouri's Citizen-Soldiers and Airmen were pre-positioned in the areas that were expected to be hit hardest before the storm, they were

6/3/12

National Guard News - 2 p.m. EST UPDATE: National Guardmembers continue responding to year's b...

ready to conduct missions as soon as help was requested, said Army Maj. Gen. Stephen L. Danner, the Show-Me state's adjutant general.

"Gov. Jay Nixon knew this storm [had] the potential to cause major damage, so he gave us guidance to lean forward and be prepared to combat the worst," Danner said.

"By getting our troops out to their task forces early, we sent a message to Missourians that this was going to be a serious storm and that help had already arrived. Although there's no way to measure it, we know that early action saved lives."

Until the Missouri National Guard is recalled back to their home stations by the governor, they will be performing health and wellness checks and assisting state officials with stranded motorists and clearing emergency routes statewide.

Indiana still has about 400 Guardmembers working on highway assistance teams and will continue to transport local law-enforcement officials to emergency calls, assist stranded motorists and provide transportation to armories or warming centers.

In Illinois, Guardmembers have moved onto phase two of their relief operations.

In this phase, Guardmembers who were stationed in southern and central Illinois during phase one have been transferred to the hard-hit Chicago area, where they will continue to support the Illinois State Police in rescuing stranded motorists and other citizens in need.

In Oklahoma, where President Barack Obama made a presidential emergency declaration Wednesday, the Oklahoma National Guard has more than 100 Guardmembers assisting stranded motorists and supporting generator movement operations.

More than 30 Kansas National Guardmembers are transporting local medical personnel to work sites and assisting stranded motorists.

The Iowa National Guard still has about 30 personnel assisting stranded motorists.

Texas has about 30 National Guardmembers assisting stranded motorists in Wichita Falls and Lubbock.

The Arkansas, New Jersey, Pennsylvania and Wisconsin National Guards have completed their missions and returned back to their home stations.

At the peak of the National Guard storm response efforts, 11 states had activated or placed on standby their National Guard and more than 2,500 Guardmembers were on state active duty or providing support at home stations.

 [View my 'February 2011 Snow Response' set on Flickrriver](#)



 The National Guard

## **Attachment 2**



# MAY

FY11 (ACTUAL)			FY12 (PROJECTED)					
MON	DATE	CANCEL	MON	DATE	CANCEL	18:00	19:00	20:00
SUN	5 1		5 1		344,796	TUE	103,439	172,398
MON	5 2	440,495	5 2		312,816	WED	93,845	156,408
TUE	5 3	374,778	5 3		269,993	THU	80,998	134,997
WED	5 4	340,017	5 4		249,943	FRI	74,983	124,972
THU	5 5	293,471	5 5		Canc KCMO	SAT	-	-
FRI	5 6	271,677	5 6			SUN	-	-
SAT	5 7	119,042	5 7		257,222	MON	77,167	128,611
SUN	5 8		5 8		236,587	TUE	70,976	118,294
MON	5 9	279,589	5 9		219,123	WED	65,737	109,562
TUE	5 10	257,160	5 10		217,419	THU	65,226	108,710
WED	5 11	238,177	5 11		217,210	FRI	65,163	108,605
THU	5 12	236,325	5 12		Canc KCMO	SAT	-	-
FRI	5 13	236,098	5 13			SUN	-	-
SAT	5 14	107,908	5 14		263,955	MON	79,187	131,978
SUN	5 15		5 15		230,227	TUE	69,068	115,114
MON	5 16	286,908	5 16		205,371	WED	61,611	102,686
TUE	5 17	250,247	5 17		201,084	THU	60,325	100,542
WED	5 18	223,229	5 18		209,045	FRI	62,714	104,523
THU	5 19	218,570	5 19		Canc KCMO	SAT	-	-
FRI	5 20	227,223	5 20			SUN	-	-
SAT	5 21	110,394	5 21		234,250	MON	70,275	117,125
SUN	5 22		5 22		215,575	TUE	64,673	107,788
MON	5 23	215,575	5 23		200,948	WED	60,284	100,474
TUE	5 24	234,250	5 24		209,276	THU	62,783	104,638
WED	5 25	218,422	5 25		218,151	FRI	65,445	109,076
THU	5 26	227,474	5 26		Canc KCMO	SAT	-	-
FRI	5 27	237,121	5 27			SUN	-	-
SAT	5 28	113,631	5 28			MON	-	-
SUN	5 29		5 29		352,572	TUE	105,772	176,286
MON	5 30		5 30		280,541	WED	84,162	140,271
TUE	5 31	379,110	5 31		263,365	THU	79,010	131,683
5,685,916			5,409,469					

MEMORIAL DAY

MEMORIAL DAY

Total of 4 Saturdays: 450,975

5,685,916

- 450,975

→ 5,234,941

# APRIL

FY11

(ACTUAL)

FY12

(PROJECTED)

18:00

19:00

20:00

	MON	DATE	CANCEL	MON	DATE	CANCEL			
FRI	4	1	359,147	4	1		SUN	-	-
SAT	4	2	169,766	4	2	383,323	MON	114,997	191,662
SUN	4	3		4	3	303,279	TUE	90,984	151,640
MON	4	4	365,228	4	4	269,783	WED	80,935	134,892
TUE	4	5	303,279	4	5	273,110	THU	81,933	136,555
WED	4	6	265,724	4	6	214,591	FRI	64,377	107,296
THU	4	7	269,390	4	7	Canc KCMO	SAT	-	-
FRI	4	8	253,045	4	8	Easter	SUN	-	-
SAT	4	9	122,479	4	9	302,002	MON	90,601	151,001
SUN	4	10		4	10	268,248	TUE	80,474	134,124
MON	4	11	302,002	4	11	250,016	WED	75,005	125,008
TUE	4	12	275,979	4	12	250,109	THU	75,033	125,055
WED	4	13	250,016	4	13	254,386	FRI	76,316	127,193
THU	4	14	250,109	4	14	Canc KCMO	SAT	-	-
FRI	4	15	267,775	4	15		SUN	-	-
SAT	4	16	129,507	4	16	365,228	MON	109,568	182,614
SUN	4	17		4	17	285,979	TUE	85,794	142,990
MON	4	18	363,200	4	18	250,898	WED	75,269	125,449
TUE	4	19	268,248	4	19	251,261	THU	75,378	125,631
WED	4	20	269,783	4	20	203,861	FRI	61,158	101,931
THU	4	21	273,110	4	21	Canc KCMO	SAT	-	-
FRI	4	22	214,591	4	22		SUN	-	-
SAT	4	23	100,919	4	23	277,839	MON	83,352	138,920
SUN	4	24	Easter	4	24	255,373	TUE	76,612	127,687
MON	4	25	255,373	4	25	246,872	WED	74,062	123,436
TUE	4	26	271,839	4	26	252,982	THU	75,895	126,491
WED	4	27	246,872	4	27	238,821	FRI	71,646	119,411
THU	4	28	262,982	4	28	Canc KCMO	SAT	-	-
FRI	4	29	289,821	4	29		SUN	-	-
SAT	4	30	150,946	4	30	475,983	MON	142,795	237,992
			5,877,513			5,873,944			380,786

Total of 4 Saturdays: 503,851

5,877,513

- 503,851

→ 5,373,662

# March

FY11 (ACTUAL)			FY12 (PROJECTED)					
MON	DATE	CANCEL	MON	DATE	CANCEL	18:00	19:00	20:00
TUE	3	1	375,147	3	1	296,637	THU	88,991
WED	3	2	300,840	3	2	281,910	FRI	84,573
THU	3	3	296,637	3	3	Canc KCMO	SAT	-
FRI	3	4	281,910	3	4		SUN	-
SAT	3	5	127,241	3	5	332,208	MON	99,662
SUN	3	6		3	6	254,509	TUE	76,353
MON	3	7	332,208	3	7	251,066	WED	75,320
TUE	3	8	254,509	3	8	244,897	THU	73,469
WED	3	9	251,066	3	9	246,732	FRI	74,020
THU	3	10	244,897	3	10	Canc KCMO	SAT	-
FRI	3	11	244,854	3	11		SUN	-
SAT	3	12	113,444	3	12	276,520	MON	78,544
SUN	3	13		3	13	261,812	TUE	78,544
MON	3	14	276,520	3	14	250,348	WED	75,104
TUE	3	15	261,812	3	15	224,766	THU	67,430
WED	3	16	250,348	3	16	236,532	FRI	70,960
THU	3	17	224,766	3	17	Canc KCMO	SAT	-
FRI	3	18	236,532	3	18		SUN	-
SAT	3	19	107,351	3	19	269,101	MON	80,730
SUN	3	20		3	20	235,915	TUE	70,775
MON	3	21	269,101	3	21	230,028	WED	69,008
TUE	3	22	235,915	3	22	211,113	THU	63,334
WED	3	23	230,028	3	23	229,077	FRI	68,723
THU	3	24	211,113	3	24	Canc KCMO	SAT	-
FRI	3	25	229,077	3	25		SUN	-
SAT	3	26	103,992	3	26	307,088	MON	92,126
SUN	3	27		3	27	272,723	TUE	81,817
MON	3	28	307,088	3	28	286,489	WED	85,947
TUE	3	29	272,723	3	29	245,342	THU	73,603
WED	3	30	296,489	3	30	258,123	FRI	77,437
THU	3	31	285,345	3	31	Canc KCMO	SAT	-
			5,899,824					5,702,936

Total of 4 Saturdays: 452,028

5,899,824

- 452,028

→ 5,447,796

# February

FY11

FY12

(ACTUAL)

(PROJECTED)

	MON	DATE	CANCEL		MON	DATE	CANCEL		18:00	19:00	20:00
TUE	2	1	102,597 SNOW/ICE		2	1	235,356	WED	70,607	117,678	188,285
WED	2	2	158,225 SNOW/ICE		2	2	267,092	THU	80,128	133,546	213,674
THU	2	3	304,644		2	3	292,058	FRI	87,617	146,029	233,646
FRI	2	4	314,319		2	4		SAT	-	-	-
SAT	2	5	140,184		2	5		SUN	-	-	-
SUN	2	6			2	6	362,684	MON	108,805	181,342	290,147
MON	2	7	366,347		2	7	292,856	TUE	87,857	146,428	234,285
TUE	2	8	295,814		2	8	223,356	WED	67,007	111,678	178,685
WED	2	9	225,612 SNOW/ICE		2	9	257,092	THU	77,128	128,546	205,674
THU	2	10	289,992		2	10	280,035	FRI	84,011	140,018	224,028
FRI	2	11	295,008		2	11		SAT	-	-	-
SAT	2	12	148,914		2	12		SUN	-	-	-
SUN	2	13			2	13	312,648	MON	93,794	156,324	250,118
MON	2	14	315,806		2	14	242,966	TUE	72,890	121,483	194,373
TUE	2	15	245,420		2	15	224,436	WED	67,331	112,218	179,549
WED	2	16	242,865		2	16	239,384	THU	71,815	119,692	191,507
THU	2	17	241,802		2	17	277,265	FRI	83,180	138,633	221,812
FRI	2	18	280,066		2	18		SAT	-	-	-
SAT	2	19	121,228		2	19		SUN	-	-	-
SUN	2	20			2	20		MON	-	-	-
MON	2	21			2	21	460,400	TUE	138,120	230,200	368,320
TUE	2	22	465,051		2	22	252,789	WED	75,837	126,395	202,231
WED	2	23	255,342		2	23	218,601	THU	65,580	109,301	174,881
THU	2	24	220,809		2	24	269,198	FRI	80,759	134,599	215,358
FRI	2	25	271,917		2	25		SAT	-	-	-
SAT	2	26	137,000		2	26		SUN	-	-	-
SUN	2	27			2	27	362,721	MON	108,816	181,361	290,177
MON	2	28	366,385		2	28	255,590	TUE	76,677	127,795	204,472
					2	29	240,206	WED	72,062	120,103	192,165
			5,258,021				5,566,733				

PRESIDENTS DAY

PRESIDENTS DAY

Total of 4 Saturdays: 547,326

5,258,021  
- 547,326

→ 4,710,695

## January

FY11 (ACTUAL)			FY12 (PROJECTED)			18:00	19:00	20:00
MON	DATE	CANCEL	MON	DATE	CANCEL			
SAT	1	1 New Years	1	1 New Years	SUN			
SUN	1	2	1	2 Observance	MON			
MON	1	3 475,524	1	3 475,524	TUE	142,657	237,762	360,419
TUE	1	4 333,170	1	4 307,833	WED	92,350	153,917	246,266
WED	1	5 315,726	1	5 271,514	THU	81,454	135,757	217,211
THU	1	6 271,514	1	6 299,782	FRI	89,935	149,891	239,826
FRI	1	7 307,469	1	7 Canc KCMO	SAT			
SAT	1	8 155,511	1	8	SUN			
SUN	1	9	1	9 342,259	MON	102,678	171,130	273,607
MON	1	10 351,035	1	10 228,358	TUE	68,507	114,179	182,686
TUE	1	11 234,213	1	11 252,853	WED	75,856	126,427	202,282
WED	1	12 259,336	1	12 262,793	THU	78,838	131,397	210,234
THU	1	13 269,531	1	13 277,049	FRI	83,115	138,525	221,639
FRI	1	14 284,153	1	14 Canc KCMO	SAT			
SAT	1	15 135,695	1	15	SUN			
SUN	1	16	1	16 MLK Day	MON			
MON	1	17 MLK Day	1	17 488,660	TUE	146,598	244,330	390,928
TUE	1	18 501,190	1	18 260,203	WED	78,061	130,102	208,162
WED	1	19 266,875	1	19 188,263	THU	56,479	94,132	150,610
THU	1	20 193,090	1	20 258,787	FRI	77,636	129,394	207,030
FRI	1	21 265,423	1	21 Canc KCMO	SAT			
SAT	1	22 133,535	1	22	SUN			
SUN	1	23	1	23 302,357	MON	90,707	151,179	241,886
MON	1	24 310,110	1	24 263,872	TUE	79,162	131,936	211,098
TUE	1	25 270,638	1	25 264,256	WED	79,277	132,128	211,405
WED	1	26 271,032	1	26 242,543	THU	72,763	121,272	194,034
THU	1	27 248,762	1	27 291,828	FRI	87,548	145,914	233,462
FRI	1	28 299,311	1	28 Canc KCMO	SAT			
SAT	1	29 145,664	1	29	SUN			
SUN	1	30	1	30 450,070	MON	135,021	225,035	360,056
MON	1	31 461,610	1	31 271,896	TUE	81,569	135,948	217,517
6,189,712			6,000,700					

NEW YEAR'S DAY  
M. L. KING DAY

NEW YEAR'S DAY  
M. L. KING DAY

Total of 5 Saturdays: 570,405  
 6,189,712  
 - 570,405  
 → 5,619,307

# December

FY11				FY12							
(ACTUAL)				(PROJECTED)							
	MON	DATE	CANCEL		MON	DATE	CANCEL		18:00	19:00	20:00
WED	12	1	422,339		12	1	370,235	THU	111,071	185,118	296,188
THU	12	2	377,791		12	2	402,463	FRI	120,739	201,232	321,970
FRI	12	3	410,677		12	3	Canc KCMO	SAT	-	-	-
SAT	12	4	201,138		12	4		SUN	-	-	-
SUN	12	5			12	5	524,023	MON	157,207	262,012	419,218
MON	12	6	534,717		12	6	416,281	TUE	124,884	208,141	333,025
TUE	12	7	424,777		12	7	409,515	WED	122,855	204,758	327,612
WED	12	8	417,872		12	8	426,501	THU	127,950	213,251	341,201
THU	12	9	435,205		12	9	460,658	FRI	138,197	230,329	368,526
FRI	12	10	470,059	cancel here	12	10	251,082	SAT	75,325	125,541	200,866
SAT	12	11	256,206		12	11		SUN	-	-	-
SUN	12	12			12	12	666,736	MON	200,021	333,368	533,389
MON	12	13	680,343		12	13	532,960	TUE	159,888	266,480	426,368
TUE	12	14	543,837		12	14	528,683	WED	158,605	264,342	422,946
WED	12	15	539,472		12	15	513,477	THU	154,043	256,739	410,782
THU	12	16	523,956		12	16	547,233	FRI	164,170	273,617	437,786
FRI	12	17	558,391	cancel here	12	17	326,456	SAT	97,937	163,228	261,165
SAT	12	18	333,118		12	18		SUN	-	-	-
SUN	12	19			12	19	740,727	MON	222,218	370,364	592,582
MON	12	20	755,844		12	20	505,129	TUE	151,539	252,565	404,103
TUE	12	21	515,438		12	21	394,666	WED	118,400	197,333	315,733
WED	12	22	402,720		12	22	321,312	THU	96,394	160,656	257,050
THU	12	23	327,869		12	23	139,425	FRI	41,828	69,713	111,540
FRI	12	24	142,270		12	24	Canc KCMO	SAT	-	-	-
SAT	12	25	Christmas		12	25	Christmas	SUN	-	-	-
SUN	12	26			12	26	Observance	MON	-	-	-
MON	12	27	265,544		12	27	265,544	TUE	79,663	132,772	212,435
TUE	12	28	246,959		12	28	246,313	WED	73,894	123,157	197,050
WED	12	29	251,340		12	29	290,626	THU	87,188	145,313	232,501
THU	12	30	296,557		12	30	227,555	FRI	68,267	113,778	182,044
FRI	12	31	232,199		12	31	Canc KCMO	SAT			
			10,365,500				9,507,600				

CHRISTMAS

CHRISTMAS

Total of 4 Saturdays: 790,462

10,365,500

- 790,462

9,575,038

# November

FY11 (ACTUAL)			FY12 (PROJECTED)					
MON	DATE	CANCEL	MON	DATE	CANCEL	18:00	19:00	20:00
MON	11	1	430,213	11	1	307,975	TUE	92,393 153,988 246,380
TUE	11	2	324,184	11	2	303,175	WED	90,953 151,588 242,540
WED	11	3	319,132	11	3	263,574	THU	79,072 131,787 210,859
THU	11	4	277,446	11	4	276,181	FRI	82,854 138,091 220,945
FRI	11	5	290,717	11	5	Canc KCMO	SAT	- - -
SAT	11	6	125,685	11	6		SUN	- - -
SUN	11	7		11	7	297,647	MON	89,294 148,824 238,118
MON	11	8	313,313	11	8	254,684	TUE	76,405 127,342 203,747
TUE	11	9	268,088	11	9	264,111	WED	79,233 132,056 211,289
WED	11	10	278,012	11	10	245,698	THU	73,709 122,849 196,558
THU	11	11		11	11		FRI	- - -
FRI	11	12	453,815	11	12	283,928	SAT	85,178 141,964 227,142
SAT	11	13	123,488	11	13		SUN	- - -
SUN	11	14		11	14	435,389	MON	130,617 217,695 348,311
MON	11	15	315,056	11	15	245,717	TUE	73,715 122,859 196,574
TUE	11	16	258,649	11	16	236,692	WED	71,008 118,346 189,354
WED	11	17	249,149	11	17	223,834	THU	67,150 111,917 179,067
THU	11	18	235,615	11	18	253,805	FRI	76,142 126,903 203,044
FRI	11	19	267,163	11	19	Canc KCMO	SAT	- - -
SAT	11	20	141,506	11	20		SUN	- - -
SUN	11	21		11	21	305,507	MON	91,652 152,754 244,406
MON	11	22	321,586	11	22	246,168	TUE	73,850 123,084 196,934
TUE	11	23	259,124	11	23	259,168	WED	77,750 129,584 207,334
WED	11	24	272,808	11	24		THU	- - -
THU	11	25		11	25	175,768	FRI	52,730 87,884 140,614
FRI	11	26	185,019	11	26	Canc KCMO	SAT	- - -
SAT	11	27	117,687	11	27		SUN	- - -
SUN	11	28		11	28	345,292	MON	103,588 172,646 276,234
MON	11	29	363,465	11	29	335,628	TUE	100,688 167,814 268,502
TUE	11	30	353,293	11	30	378,956	WED	113,687 189,478 303,165
			6,159,335				5,938,897	

VETERANS DAY  
THANKSGIVING

VETERANS DAY  
THANKSGIVING

Total of 4 Saturdays: 508,366

6,159,335  
- 508,366

→ 5,650,969

# October

FY11 (ACTUAL)				FY12 (PROJECTED)						
MON	DATE	CANCEL		MON	DATE	CANCEL		18:00	19:00	20:00
FRI	10	1	358,129	10	1	Canc KCMO		SAT	-	-
SAT	10	2	167,738	10	2			SUN	-	-
SUN	10	3		10	3	376,974		MON	113,092	188,487
MON	10	4	386,640	10	4	300,181		TUE	90,054	150,091
TUE	10	5	307,878	10	5	265,791		WED	79,737	132,896
WED	10	6	272,606	10	6	244,306		THU	73,292	122,153
THU	10	7	250,570	10	7	253,651		FRI	76,095	126,826
FRI	10	8	260,155	10	8	Canc KCMO		SAT	-	-
SAT	10	9	123,745	10	9			SUN	-	-
SUN	10	10		10	10			MON	-	-
MON	10	11		10	11	479,416		TUE	143,825	239,708
TUE	10	12	491,709	10	12	250,087		WED	75,026	125,044
WED	10	13	256,499	10	13	240,655		THU	72,197	120,328
THU	10	14	246,826	10	14	256,032		FRI	76,810	128,016
FRI	10	15	262,597	10	15	Canc KCMO		SAT	-	-
SAT	10	16	114,776	10	16			SUN	-	-
SUN	10	17		10	17	290,192		MON	87,058	145,096
MON	10	18	297,633	10	18	248,908		TUE	74,672	124,454
TUE	10	19	255,290	10	19	249,290		WED	74,787	124,645
WED	10	20	255,682	10	20	234,039		THU	70,212	117,020
THU	10	21	240,040	10	21	242,138		FRI	72,641	121,069
FRI	10	22	248,347	10	22	Canc KCMO		SAT	-	-
SAT	10	23	111,127	10	23			SUN	-	-
SUN	10	24		10	24	317,359		MON	95,208	158,680
MON	10	25	325,496	10	25	260,696		TUE	78,209	130,348
TUE	10	26	267,381	10	26	276,667		WED	83,000	138,334
WED	10	27	283,761	10	27	247,868		THU	74,360	123,934
THU	10	28	254,224	10	28	290,194		FRI	87,058	145,097
FRI	10	29	297,635	10	29	Canc KCMO		SAT	-	-
SAT	10	30	146,089	10	30			SUN	-	-
SUN	10	31		10	31	387,956		MON	116,387	193,978
5,819,098				5,712,400						

COLUMBUS DAY

COLUMBUS DAY

Total of 5 Saturdays: 663,475

5,819,098  
- 663,475  
5,155,623



## **Attachment 3**

**AREA MAIL PROCESSING (AMP) FEASIBILITY STUDY**  
**Springfield, MO, P&DF to Kansas City, MO, P&DC**

December 19, 2011

An Area Mail Processing (AMP) study was initiated to evaluate moving the mail processing operations from the Springfield, MO, Processing and Distribution Facility (P&DF) to the Kansas City, MO, Processing and Distribution Center (P&DC). The initial results of the study support the business case for consolidation. This study, currently in review at United States Postal Service Headquarters and its Area Office, is subject to change.

A public meeting will be held to share the initial results of the study and allow members of the community to ask questions and provide feedback. The public's input will be considered prior to a final decision. The meeting will be held on Wednesday, January 4, at 6:30 p.m., at the Executive Conference Center Ballroom, 910 West Battlefield Street, in Springfield. Below are preliminary highlights from the study:

**Business Case:**

Proposed annual savings in the draft AMP feasibility study are approximately \$7,545,607. Below is a breakdown of this savings estimate:

Annual Mail Processing Savings	\$5,261,460
Annual Management Savings	\$1,123,901
Annual Maintenance Savings	\$2,280,102
Annual Transportation Cost	\$1,119,856

**Postal Employees:**

Due to the consolidation, a net decrease of approximately 57 positions is projected. All bargaining employee reassignments will be made in accordance with the respective collective bargaining agreements.

**Local Customer Considerations:**

- Retail and other services currently available at the Springfield facility will not change at this time.
- Business mail acceptance will remain the same.
- Local collection box pick-up times may change as a result of the AMP.
- A local postmark will be available for stamped First-Class Mail.
- Delivery times of mail to residences and businesses will not change as a result of the AMP.
- The proposed consolidation would support a 2- to 3-day service standard for First-Class Mail.

**Commercial Mailers:**

- Mailers who presort mail will continue to receive appropriate postage discounts.
- Mailers who drop ship to Destination Sectional Center Facility (DSCF) for ZIP(s) 648 and 654-658 can expect changes if the AMP is approved.

**Written comments may be sent to:**

Manager, Consumer and Industry Contact  
Mid-America District  
300 W. Pershing Road, Suite 207  
Kansas City, MO 64108-9631

All comments must be postmarked by January 19, 2012.



**Springfield MO  
Area Mail Processing (AMP)  
Public Meeting**

**January 4, 2012**



## BUSINESS CASE<sup>\*</sup>

Mail Processing Workhour Savings:	\$5,261,460
Mail Processing Management Savings:	\$1,123,901
Maintenance Savings:	\$2,280,102
Transportation Costs:	(\$681,776)
Proposed Annual Savings:	\$7,983,687

<sup>\*</sup>Preliminary results subject to change